

CLASSIFICATION CONFIDENTIAL		25X1
COUNTRY <u>Germany (Soviet Zone)</u>	REPORT NO. <u></u>	
TOPIC: <u>Soviet RTO Orders to the Berlin Regional Railroad Headquarters</u>		25X1
EVALUATION <u></u>	PLACE OBTAINED <u></u>	25X1
DATE OF CONTENT <u>17 to 31 January 1951</u>		25X1 25X1
DATE OBTAINED <u></u>	DATE PREPARED <u>21 March 1951</u>	
REFERENCES <u></u>		25X1
PAGES <u>3</u>	ENCLOSURES (NO. & TYPE) <u></u>	
REMARKS		
<div style="border: 1px solid black; padding: 5px;"> Document No. <u>5</u> No Change in Class. <input type="checkbox"/> <input type="checkbox"/> Declassified Class. Changed To: TS S C Auth.: HR 70-2 Date: 01 AUG 1978 </div>		25X1
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1. Orders issued by the Soviet RTO at the Berlin regional railroad headquarters between 17 and 31 January 1951 have been summarized as follows:

25X1 25 January 1951.

- (1) Eight boxcars, capable of long-distance runs, are to be assembled at the Justerbog-Neues Lager railroad station on 29 January 1951 to be equipped with kitchens.
- (2) Forty winterized boxcars capable of long-distance runs are to be dispatched to Justerbog prior to 6 p.m. on 1 February 1951 to be assembled as a troop train. (1)

25X1 29 January 1951.

- (1) The train of 22 converted boxcars, 2 boxcars and 2 kitchen cars which will be loaded on 31 January 1951, is to be dispatched from Frankfurt/Oder to the Cottbus railroad district at noon on that day. It will be turned over to Poland in Guben. (1)
- (2) The 40 converted boxcars, 4 kitchen cars and 4 ration supply cars, mentioned in paragraph 2, of 25 January 1951, will be loaded at the Frankfurt/Oder railroad station at noon on 2 February 1951. Having been loaded, the train is to be dispatched to Kuestrin by 10 a.m. on 3 February 1951 and turned over to Poland. (1)

25X1 30 January 1951.

- Forty boxcars and 24 flatcars are to be assembled for loading at the Justerbog-Altes Lager railroad station by 10 a.m. on 31 January 1951.
- (2)

25X1 17 January 1951.

The following railroad cars are to be equipped and assembled for loading at the following railroad stations:

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<u>Railroad Cars</u>	<u>Railroad Station and Time</u>
(1) Four converted boxcars, 33 boxcars, 12 flatcars and 3 tank cars	Justerbog-Altes Lager; at 8 a.m. on 18 January
(2) Two converted boxcars, 43 boxcars and 9 flatcars	Justerbog-Altes Lager; at 8 a.m. on 19 January
(3) Five converted boxcars, 25 boxcars and 20 flatcars	Werneuchen; at 8 a.m. on 19 January
(4) Four converted boxcars, 32 boxcars, 12 flatcars and 2 tank cars	Strausberg; at 8 a.m. on 19 January
(5) Two converted boxcars, 31 boxcars, 6 flatcars and 2 tank cars	Justerbog-Altes Lager; at 8 a.m. on 20 January
(6) Five converted boxcars, 35 boxcars and 10 flatcars	Werneuchen; at 8 a.m. on 20 January
(7) Four converted boxcars, 26 boxcars, 15 flatcars and 3 tank cars	Strausberg; at 8 a.m. on 20 January
(8) One converted boxcar, 44 boxcars and 7 flatcars	Justerbog-Altes Lager; at 8 a.m. on 21 January
(9) Five converted boxcars, 38 boxcars and 7 flatcars	Werneuchen; at 8 a.m. on 21 January
(10) Four converted boxcars, 24 boxcars, 13 flatcars and 3 tank cars	Strausberg; at 8 a.m. on 21 January
(11) Ten converted boxcars, 9 boxcars, 26 flatcars and 2 tank cars	Justerbog-Altes Lager; at 8 a.m. on 22 January
(12) Five converted boxcars, 39 boxcars, 2 flatcars and one tank car	Werneuchen; at 8 a.m. on 22 January
(13) Five converted boxcars, 22 boxcars, 10 flatcars and 4 tank cars	Strausberg; at 8 a.m. on 22 January
(14) Three converted boxcars, 37 boxcars, 8 flatcars and 2 tank cars	Werneuchen; at 8 a.m. on 23 January

The converted boxcars must be winterized and equipped for daytime operation. (3)

- e. Order of 20 January 1951 to the 5th Subdistrict Railroad Office of the Berlin railroad district.

According to an order by the SCC, the conveyance to the airfield of railroad cars with Soviet Army shipments is forbidden. Such cars are to be unloaded at the Dallgow-Doebritz railroad station or at other

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unloading points, following orders by the SCC. It is also forbidden to shunt empty railroad cars to the airfield for loading. Copies of this order were transmitted to the Dallgow-Doeboritz and Staaken railroad stations. (4)

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[REDACTED] 21 January 1951.

Twenty-five boxcars, 15 flatcars and one heavy-duty flatcar, capable of long-distance runs, are to be assembled for loading at the Fuerstenwalde railroad station by 8 a.m. on 24 January 1951.

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[REDACTED] 27 January 1951.

A train of four coaches provided with linen, three boxcars, three flatcars, one heating car and one gondola car with coal is to be assembled at the Wildpark railroad station at 6 p.m. on 28 January 1951 for the loading [REDACTED]. The train is to be dispatched via Falkenberg at noon on 29 January 1951.

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[REDACTED] Comments.

- (1) Possibly trains for the repatriation of discharges.
- (2) The flatcars and boxcars were probably used for the transportation of air force units from Jueterbog to Staaken or Brandenburg.
- (3) All trains assembled at the Jueterbog and Wernuchen railroad stations were previously observed. The trains at Jueterbog went to Staaken and those at Wernuchen to Jueterbog.

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The trains assembled at Strausberg were subsequently observed in Oranienburg. [REDACTED]

- (4) The Staaken airfield it believed to be concerned.

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